1. Due to the decision on the part of the writer that it was necessary to be sure of the security aspects involved before obtaining five sets of the APR-9 and APR-13 tuning units needed for of the Bureau of Aero-25X1A System Four. I visited were both unavailable, 25X1A nautics. 25X1A making it necessary to go back to 2. The security point in question rises from the second sentence 25X1A of reference memorandum. It was not clear whether had notified and Navy Stocks in Philadelphia that these units 25X1A should be sold to the Ramo-Wooldridge Corporation without question or 25X1A was awaiting our final request for such a notification. understood the problem immediately and was very helpful, 25X1A saying that he would provide within the next few days the name and telephone number of a person at each location that the Ramo-Wooldridge Corporation could contact. He was asked to give the information to either the 25X1A by telephone when he had acquired it.* writer or 25X1A immediately upon the opening of the conversation, said that I might have taken the problem to 25X1A upon finding that was not available, then said that it was completely correct that I would have brought it to him. He asked if I could 25X1A find time to brief water at my earliest convenience on the 25X1A technical details of the Project. 4. Interim Progress Report Humber Two was used to brief the Admiral

in general on the status of System Four for which he was very appreciative. 25X1A 25X1A *The Admiral supplied the name of 25X1A Distribution: 1 - PCS/DCI Orig & 1 - ESO: 1 -DOCUMENT NO. ___ NO CHANGE IN CLASS! DECLASSIFIED ELASS, CHANGED TO: TS S C 20/2 NEXT REVIEW DATE! -AUTH: HR, 70-2 Approved For Release 2000/09/01 : CIA-RDP81B00878R001400110136-0